

INFORMATION REPORT

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COUNTRY USSR (Baltic)

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SUBJECT Ports of Tallinn, Riga, Narva, and Varna

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SUPPLEMENT TO REPORT NO.

1. Reval (Tallinn)

Reval Bay has a depth of 15 to 30 meters. There is a depth of 20 meters in the roadstead. The military security command and the pilots are located at Cape Suurup (Suurupi). Upon entering the harbor, ships must call a pilot by using the signal A C U G. Ships are subjected to a strict police inspection. Small boat traffic is forbidden.

2. Torpedo and bombing tests take place in Igossal Bay in an area which is 1.5 sea miles wide. The center of this area is located at the following coordinates: 59° 30' N, 25° 0' 12" E. The following practice firing area is closed off: 59° 27' 0" N, 24° 40' 7" E. This area is reached by following a course bearing 311° for 1.7 sea miles, then further on a course of 33° for 1.15 sea miles.

3. A total length of 8,000 meters of wharfage is available. There is a depth of 8 to 10 meters at the wharf. Railroad tracks lead onto the wharves, where there is a turntable with tracks which lead to the ships. The harbor is equipped with four floating docks, each with a lifting power of 2 to 3,000 tons*. There are seven floating cranes each having a lifting capacity of 60 tons. A grain elevator, with a capacity of 15,000 tons, can load at a rate of 220 tons per hour. There are three cold-storage buildings each with a capacity of 15,000 tons, and one coal shed which can hold 20,000 tons. Three icebreakers, each with a 5 to 600 HP engine, and about 12 tugboats, with 100 to 600 HP engines, were seen in the harbor.

4. Riga

About five hours before approaching the harbor, ships must communicate their nationality and state their size and draught. All ships must come to a stop when approached by patrol boats. These are recognized by means of red flags. Ships may only proceed further after a white flag has been waved. The military control station and the pilot office are located in Bolderag. There is a harbor boom signal for the use of naval ships.

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CENTRAL INTELLIGENCE AGENCY

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5. There are wharves on both sides of the harbor. The southern harbor lies behind the railway bridge. It has very little depth and ships may only berth there. No docks are available. The city wharf is 1,200 meters long and is 7.5 meters above the water. The customs wharf is 1,000 meters long and stands 3 meters above the water. It can accommodate about a dozen large ships. Warehouses cover 20,000 square meters of floor space. There are electric cranes with a lifting capacity of 25 tons, 15 floating cranes with a total lifting capacity of 125 tons and one floating crane with a lifting capacity of 150 tons. On the herring wharf, there are warehouses with 10,000 square meters of floor space, a large power house and a cold-storage warehouse with a capacity of 20,000 tons. Elevators unload grain at the rate of 100 tons per hour. About 500 tons of coal are unloaded daily.

6. Pirnu (Pernau)

There is a large roadstead with a depth of 5 to 6 meters. It is a safe place to anchor. All unloading takes place in the roadstead by means of lighters. Naval ships anchor 1.5 sea miles from the mole head, half a sea mile east of the channel. The wharves are 500 meters long and may accommodate 10 steamers. The depth at the wharf is of 5 to 6 meters. There is a warehouse with 25,000 square meters of floor space. Several narrow gauge tracks lead to the wharves. Only one floating dock is available, and there are no dry docks. The winter harbor, on the left bank of the Pirnu, is 300 meters long, 50 meters wide and 5 meters deep. It is free of drift-ice and, in winter, it is full of ships.

7. Marva

There is a naval training area near Talsi. Bombing practice and firing at air targets takes place there. The following area is closed off: 59° 31' 19" N, 26° 26' 12" E, 27° 30' 33" E, 27° 17' 42" N.

* Field Comment: The Baltic Pilot, Vol III, states on p. 61 that there are three floating docks and one patent slip. The largest floating dock is listed as having a lifting power of 5,000 tons.

** Field Comment: The Baltic Pilot, Vol II, states on p. 413 that this regulation applies to men-of-war only.

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